2012 MSCVE Annual Report

State of Alaska

Division of Measurement Standards and Commercial Vehicle Enforcement,
Department of Transportation and Public Facilities

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THE STATE of ALASKA
GOVERNOR SEAN PARNELL

Department of Transportation and Public Facilities

Division of Measurement Standards & Commercial Vehicle Enforcement

11900 Industry Way
Anchorage, Alaska 99515
Main: (907) 365-1210
Fax: (907) 365-1220

January 6, 2013

As the Director of DOT&PF, MSCVE, it is my pleasure to present the 2012 MSCVE Annual Report. In the following pages you will see ways that MSCVE leverages resources and maximizes efforts to support our mission to enhance motoring public safety, protect public infrastructure, and assure marketplace confidence and equitable trade. Our success would not be possible without the outstanding cooperation of our government and industry partners and the professionalism of Department personnel who are entrusted with the responsibility to promote safety and market confidence on a daily basis.

Measurement Standards (MS) team members work to ensure a level playing field for the residents and businesses operating in the State of Alaska. Weights and Measures inspectors provide testing and inspection of all commercial weighing and measuring devices used in commerce. Dedicated team members not only enforce statute and regulation but provide education to device owners. In SFY 2011 our Weights and Measures Inspection Team discovered a 45% rejection rate for meters that had previously been untested. During SFY 2012 follow up inspection yielded a 12% rejection rate. This improvement in approval rate was accomplished through inspectors sharing knowledge and providing industry with the opportunity to comply with regulatory requirements. Measurement inaccuracy can cause financial hardship to residents and businesses alike.

The **Commercial Vehicle Enforcement** (CVE) goal is to reduce the number of commercial motor vehicle related crashes and fatalities in Alaska. A transportation system that is safe, reliable, and efficient provides a foundation for economic prosperity. Trucks deliver everything from food, fuel, and clothing to automobiles and mined ore. Buses and motor coaches provide passenger services throughout the State vital to the tourism industry and the Alaskan that wants to go to work, school, or play. Highways in Alaska are safer than they have ever been. CVE efforts in the coming year include; educational training to carriers and drivers, and removing unsafe trucks, buses, and drivers from the road.

The **Commercial Vehicle Customer Service Center** analyzes routes and conducts load calculations to ensure safe routes that protect State infrastructure when movements require oversize and overweight permits. In an effort to protect State roads and bridges, weight restrictions are used to decrease the deterioration of the transportation system. Future enhancements to the on-line permitting system will allow near real-time permit generation for overweight loads upwards of 125%.

We will continue to focus our efforts to protect public infrastructure, enhance safety of the motoring public, and assure marketplace confidence and equitable trade for all of Alaska. Please explore the MSCVE website and allow us to share our accomplishments and plans for the future.

Drive Safely,

Daniel V. Smith, Director

Executive Summary

Mission of MSCVE

To enhance motoring safety, protect infrastructure and assure marketplace confidence and equitable trade.

The purpose of this annual report is to provide information and heighten awareness of the efforts of the State of Alaska, Department of Transportation and Public Facilities, Measurement Standards and Commercial Vehicle Enforcement (MSCVE).

The Division consists of two sections: Measurement Standards (MS) and Commercial Vehicle Enforcement (CVE). MS is responsible for the annual inspection of weighing and measuring devices that are used in any form of commerce and trade. CVE is responsible for commercial motor vehicle safety, size and weight enforcement, in addition to the enforcement of Federal safety regulations. Information in this report is provided in State, Federal, or calendar year, depending on the Program reporting period.

Year	Period
Federal Fiscal Year 2012 (FFY12)	October 1, 2011 – September 30, 2012
State Fiscal Year 2012 (SFY12)	July 1, 2011 – June 30, 2012
Calendar Year 2012 (CY12)	January 1, 2012 – December 31, 2012

Measurement Standards

MS uses multiple approaches of enforcement and regulatory compliance to ensure accurate trade measurements in the market place. These approaches include:

- Checking prepackaged products and commodities to assure accurate pricing
- Inspection and testing of weighing and measuring equipment used in commerce
- Investigating consumer complaints and prosecute habitual offenders
- Providing educational outreach to device owners

Weights and Measures inspections during SFY12 dipped to 17,527 compared to 18,161 in SFY11, due to the loss of one inspector and the decision to stop testing prepack and production scales at seafood processing plants. The package testing program was reinstated after a brief hiatus. After initial training, the inspector made strides to re-educate business owners about their responsibilities to provide accurate net weight declarations on products. A total of 1,310 package lots representing 82,778 packages were tested in 2012 as compared to 22 package lots representing 6,944 packages in 2011. It should be noted that 3% of the packages were found to be out-of-compliance in 2012 compared to the 27% in 2011. This is a indicator that routine testing is extremely effective in meeting our goals of providing equity in trade.

Inspectors performed price verification evaluations at 839 retail locations and sampled 37,735 products for accuracy. As a result, 76 of those businesses failed the administered test and required follow-up inspections.

The plan to stage equipment in key rural locations was successful and the results we found in the initial meter testing at King Salmon and Dillingham were discussed in a press release by the National Conference on Weights and Measures.

The State Metrologist was recognized and given an honorable mention at the Governors Peak Performance Awards for his effort to establish remote calibrations of large volume provers. The Chief of Weights & Measures was selected for a leadership position to the Western Weights & Measures Conference and served as President at the September 2012 annual technical conference. Finally, the Division has implemented a fine structure and citations are being issued for violations.

Commercial Vehicle Enforcement

CVE uses multiple avenues to enhance motoring safety and protect State infrastructure. These include:

- Conducting Commercial Motor Vehicle (CMV) safety, size and weight inspections
- Conducting Compliance Reviews and Safety Audits on interstate carriers operating in the State
- Continuing enforcement and training partnerships with local, State and Federal law enforcement agencies
- Educating passenger carriers that operate in Alaska
- Educating hazardous and non-hazardous materials carriers that operate in Alaska

CVEs primary activity is to conduct safety, size, and weight inspections on vehicles engaged in commerce. Commercial vehicle and driver inspections serve to preempt crashes, injuries, and fatalities by removing unsafe vehicles and drivers from the road. A total of 848 unsafe vehicles and 251 unsafe drivers were removed from the road during FFY12. In FFY12, a total of 7,589 inspections were conducted by Commercial Vehicle Enforcement Officers (CVEOs). CVEOs documented 10,019 safety violations: 7,688 vehicle, 2,194 driver, and 137 Hazardous Material (HazMat) safety violations.

Weight compliant CMVs do not contribute to premature deterioration of Alaska's roads and bridges. Inspection efforts focus on maintaining a high level of CMV weight compliance at weigh stations and roadside inspection locations. A total of 34,186 CMVs were weighed for compliance at weigh stations throughout Alaska; an additional 381 vehicles were weighed during roadside weight inspections. There were 330 unpermitted overweight trucks discovered, and 178 received a written citation. The SFY12 weight compliance was 98.8%, just short of the goal of 99.0%. Continued size and weight enforcement presence throughout Alaska is expected to increase weight compliance in 2013.

Oversized and overweight vehicles without a permit are a safety hazard to the motoring public. The Commercial Vehicle Customer Service Center (CVCSC) analyzes routes and conducts load calculations to ensure safe routes that protect the State’s infrastructure when movements require oversize and overweight permit. CVCSC issues permits for the safe transportation of oversize and overweight loads on Alaska roads. The CVCSC produced 18,268 oversize and overweight permits in FFY12; an additional 6,197 temporary truck/trailer registration permits were processed.

CVE conducts interstate carrier Safety Audits on companies within 18 months of obtaining their interstate US Department of Transportation (US DOT) number. Audits are conducted to ensure the carrier has demonstrated sufficient compliance with Federal regulations and applicable Hazardous Materials Regulations (HMRs) in the initial months of operation. In FFY12, CVE conducted 41 audits on carriers in Alaska.

Carrier Compliance Reviews (Reviews) are detailed in-depth reviews of a carrier's regulatory policies and procedures. The Review process includes analysis of: crashes, financial responsibility, vehicle maintenance, CDL, Federal regulations, controlled substance testing, driver hours of service and hazardous material regulations. In FFY12, MSCVE conducted 6 reviews on interstate carriers in Alaska.

The most well-trained, safety-conscious CMV driver is at risk of engaging in driving behaviors that could lead to a crash when the weather is bad. Weather, road conditions, impaired performance due to fatigue, inattention or daydreaming, or an unexpected external distraction can all lead to a devastating crash. In an effort to heighten CMV awareness, CVE conducts educational workshops year-round at carrier facilities and schools. The MSCVE website is continuously updated with links and information for the CMV industry.

Financial Position

MSCVE is funded through a combination of sources. The State of Alaska and the Federal government provide all the funding for the Division. As per the (S)FY2014 Governor's Operating Budget (December 14, 2012), during SFY12, MSCVE spent approximately $6,338,800.

- $4,709,900 – General Funds
- $ 8,800 – Interagency Receipts
- $1,301,700 – Capital Improvement Projects Receipts
- $ 318,400 – Unified Carrier Registration Receipts

MSCVE relies on State funding to leverage Federal grant funding. Federal funding supports a portion of enforcement personnel, equipment, technology, research, the Mobile Inspection Station, Infra-Red Inspection System vehicle, and the Commercial Vehicle Information System Network. Data obtained from the Alaska Statewide Accounting System (AKSAS) on November 6, 2012, showed that during SFY12, $264,024 in State funding was used to leverage $1,348,827 in Federal grant funding.

Future Challenges

Measurement Standards does not have the financial or personnel resources to fulfill the statutory requirements. Scales, meters and scanners are required to be certified on a yearly basis, as mandated by AS 45.75.080 – General Testing. The greatest challenge is to provide inspection and enforcement services for all device owners throughout the State. Device inspections level the playing field for wholesalers, retailers, and Alaskans who purchase items based on weight, volume, or measure.

Weights and Measures inspectors travel to all parts of the State, and increased travel costs continue to be an ongoing concern. Inspectors must additionally be given the tools and advanced training needed to keep up with technological advances in device design and applications. The long-term challenge is the retention of trained staff. MSCVE is working closely with the National Conference on Weights and Measures to provide a Professional Development Program that will be essential to retaining employees.

Commercial Vehicle Enforcement is the lead agency for safety inspections and enforcement activities in all areas of the State. In an effort to reduce CMV crashes, fatalities, and injuries, additional resources are required to increase, and at times initiate, CMV safety inspections in rural locations

where significant commercial mining, fishing, and passenger transportation industries are located, such as the Fort Knox Gold Mine, Dutch Harbor, and Skagway.

The long-term challenge continues to be a reduction in Federal support. It is uncertain at this time the amount of Federal funding that will be received in the future. The FMCSA – Alaska Division is effective in the grant funding process, but the limited and incremental authorizations of Federal funding, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), have negative impacts on all CMV safety grants. In light of recent Federal funding cuts, MSCVE may need to consider the financial basis for future safety and enforcement activities.

The full report is distributed to stakeholders, interested parties and is available for download at:

www.dot.alaska.gov/mscve

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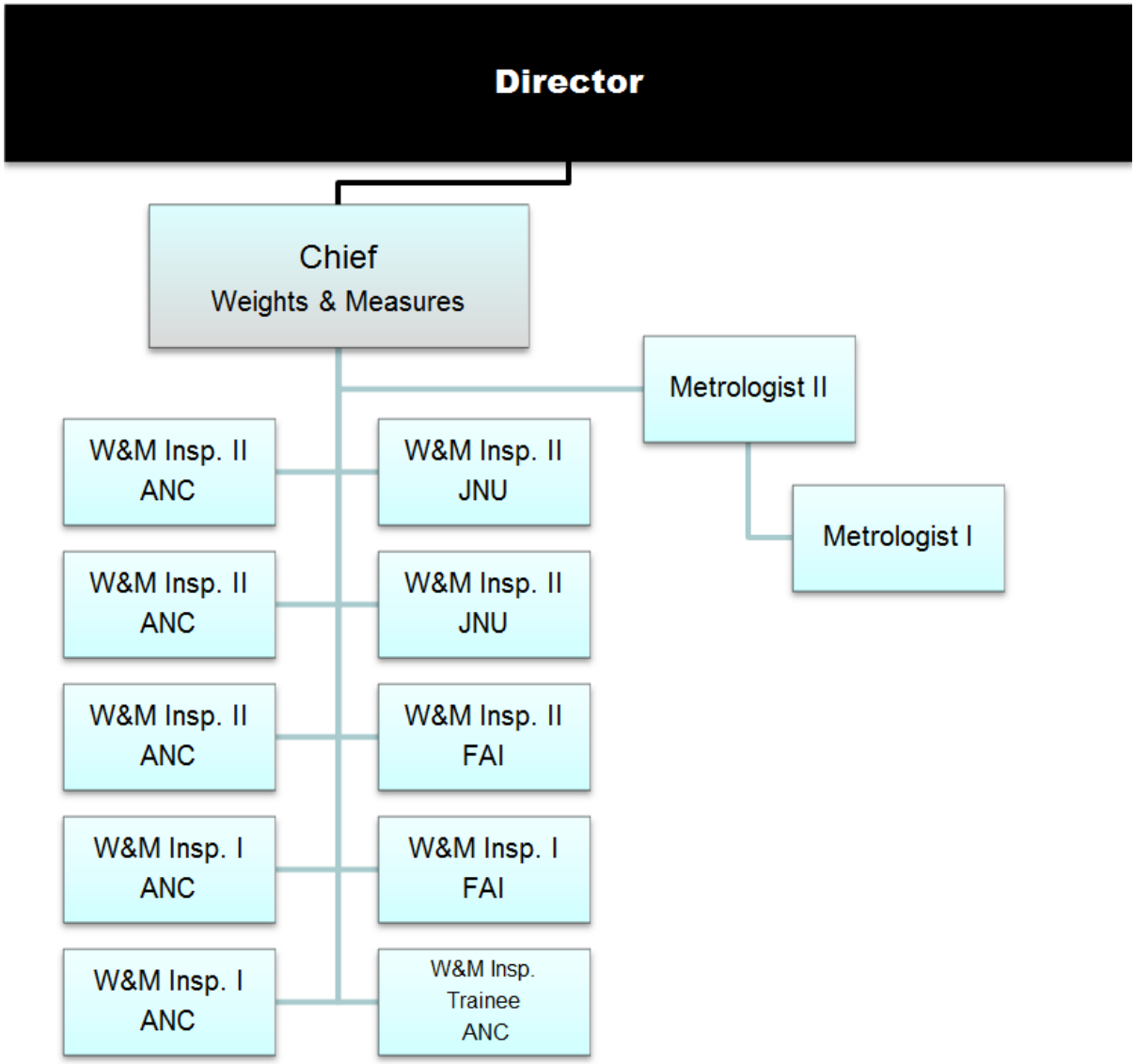
Measurement Standards – Section Organizational Chart



As of January 2013

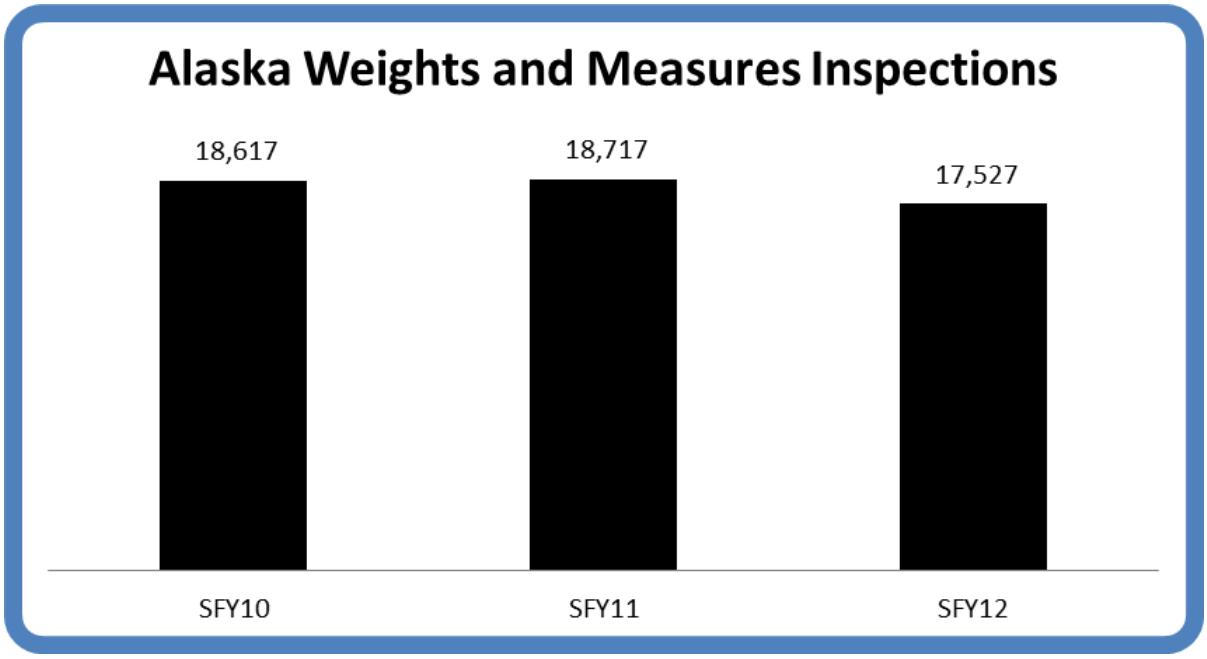
Measurement Standards – Inspections and Testing

The goal of Measurement Standards is to assure marketplace confidence and equitable trade with the objective of safeguarding the public and industry in matters involving commercial determinations of quantity. Inspection and testing procedures are designed to ensure the accuracy of all transactions when merchandise is bought or sold by weight, measure, or count, and to eliminate the potential for fraud, carelessness, and misrepresentations during such transactions.

Activities to accomplish the goal include the testing of commercial scales and meters. Additionally, inspectors perform price verification evaluations and check the accuracy of advertised net content labeling. Emphasis has been placed on testing weight and measurement devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity.

Inspections

Weights and Measures (W&M) inspections during SFY12 dipped to 17,527 compared to 18,161 in SFY11, due to the loss of one inspector and the decision to stop testing prepack and production scales at seafood processing plants.



The plan to stage equipment in key rural locations was successful and the results in the initial (SFY11) meter testing at King Salmon and Dillingham were discussed in a press release by the National Conference on Weights & Measures.

Rural Testing

King Salmon, Naknek, and Dillingham are western Alaska coastal communities accessible commercially by water or air. During 2012, inspectors had the opportunity revisit the King Salmon, Naknek, and Dillingham areas to test previously tested meters. The meters tested included:

- Truck Mounted Meters – These meters are used primarily for residential heating oil deliveries. A small percentage of truck mounted meters are used in other areas like aviation and marine fueling.

- Dock Meters – Used by consumers for personal use with the majority used by the commercial fishing industry.

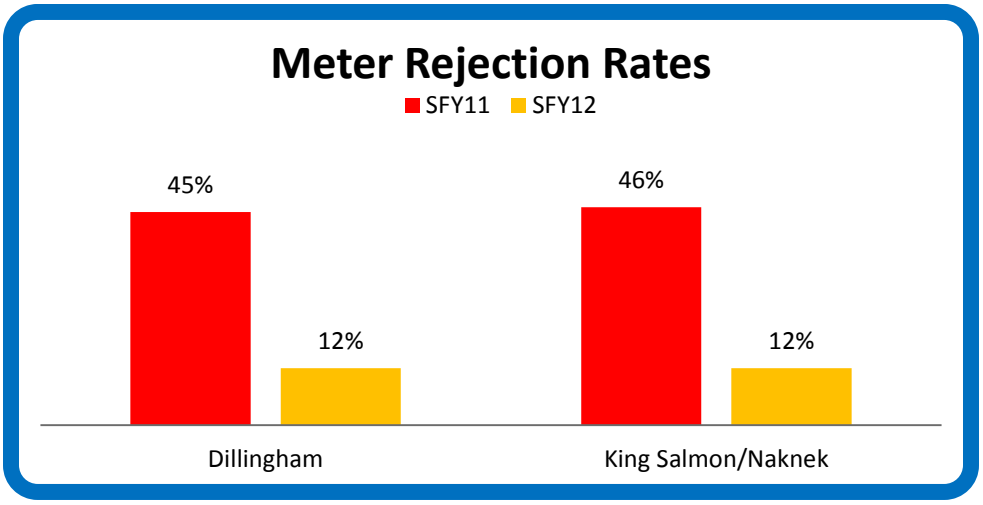
- Load Rack Meters – Large volume meters used and designed for loading tank trucks.

- Barrel Rack Meters – A stationary tank usually used for filling small volume containers that the consumer brings to the tank. This type of meter can be found on tarmacs for aviation use.

Weights and Measures inspectors documented the device 'as found', and device owners were given the opportunity to correct errors prior to a re-inspection. Many meters failed for reasons other than accuracy; no ticket printers, no tickets when they had printers, incorrect labeling, worn delivery hoses, fuel nozzles leaking, air eliminators not working and a variety of other issues. Most issues were corrected before the inspection was over, and the devices were placed back in service. Some owners were given until the next annual inspection when repairs involved the purchase and installation of equipment. Other meters were taken out of service after re-inspection.

During the initial testing of meters in 2011, almost half of the metering systems failed testing. The most extreme individual cases when testing for accuracy included (1) a 100 gallon delivery shorted the customer 11.7 gallons and (2) a 100 gallon delivery was giving the customer an extra 4.7 gallons.

During the 2012 W&M deployment to the King Salmon/Naknek area, 41 devices tested with 12% initial rejections. In Dillingham, 42 devices tested with 12% initial rejections. All companies revisited showed a genuine desire to bring their equipment into compliance.



Oversight of commercial transactions involving weight and measures is a function of Government. The efforts of MSCVE reduce overall undue costs by verifying meter accuracy which equally benefits consumers and businesses.

Package Testing Program

The Package Testing Program protects consumers from purchasing weighed products that have less than the amount stated (e.g. A box of king crab legs is labeled 100 pounds. The actual weight is 90 pounds. Assuming the price is $15 per pound; the consumer was overcharged by $150). Products that are mislabeled have negative financial impacts on retailers and consumers.

The package testing program was reinstated after a brief hiatus. After initial training, the W&M inspector made strides to re-educate business owners about their responsibilities to provide accurate net weight declarations on products. During SFY12, a total of 1,310 package lots representing 82,778 packages were tested, compared to 22 package lots representing 6,944 packages in SFY11. Approximately 3% of the packages were out-of-compliance in SFY12 compared to the 27% that were found in SFY11.

Inspectors performed price verification evaluations at 839 retail locations and sampled 37,735 products for accuracy. As a result, 76 of those businesses failed the administered test and required follow-up inspections.

Focus on the Future

Measurement Standards does not have the financial or personnel resources to fulfill the statutory requirements. Device inspections level the playing field for wholesalers, retailers, and the Alaskans who purchase items based on weight or volume.

Travel costs to inspect and re-inspect continue to rise. Inspections completed in communities off the "road system" are only accessible by air and ferry, and travel costs are a significant portion of the

overall budget. In an effort to provide weights and measures enforcement on a statewide level, additional resources are required to initiate inspections in rural locations.

Habitual offenders in SFY13 will be cited and fined in an effort to bring devices into compliance or remove them from public use. Every effort is afforded the owner to correct inaccurate devices before fines are levied. Effective July 1, 2010, Rule 43.11 – Weights and Measures Bail Forfeiture Schedule, provided monetary penalties for the willful sale of commodities using unapproved measuring devices. Fines may be additionally levied for offences involving the obstruction of an inspector, removal of a seal or tag, or failure to dispose of a rejected measuring device.

Rule 43.11 – Weights and Measures Bail Forfeiture Schedule.
Pursuant to AS 45.75.133, the following offenses are appropriate for disposition without court appearance upon payment and forfeiture of the bail amounts listed. If a person charged with one of these offenses appears in court and is found guilty, the penalty imposed for the offense may not exceed the bail amount for that offense listed below. An offense for which a bail forfeiture amount has been established shall be charged on a citation which meets the requirements of District Court Criminal Rule 8(c) and shall not be filed, numbered, or processed as a criminal case.

Statute	Description of Offense	Bail
AS 45.75.380(a)(1)	Use of incorrect weight or measure	$250
AS 45.75.380(a)(2)	Use of unsealed weight or measure	$250
AS 45.75.380(a)(3)	Failure to dispose of rejected weight or measure	$100
AS 45.75.380(a)(4)	Removal of weights and measure seal or tag	$100
AS 45.75.380(a)(5)	Offers for sale short-weight/short-measure	$500
AS 45.75.380(a)(6)	Fraudulent buying with weight or measure	$500
AS 45.75.380(a)(7)	Commodity sales contrary to law or regulation	$500
AS 45.75.380(a)(8)	Failure to provide customer display	$100
AS 45.75.380(a)(9)	Obstruction of inspector	$500

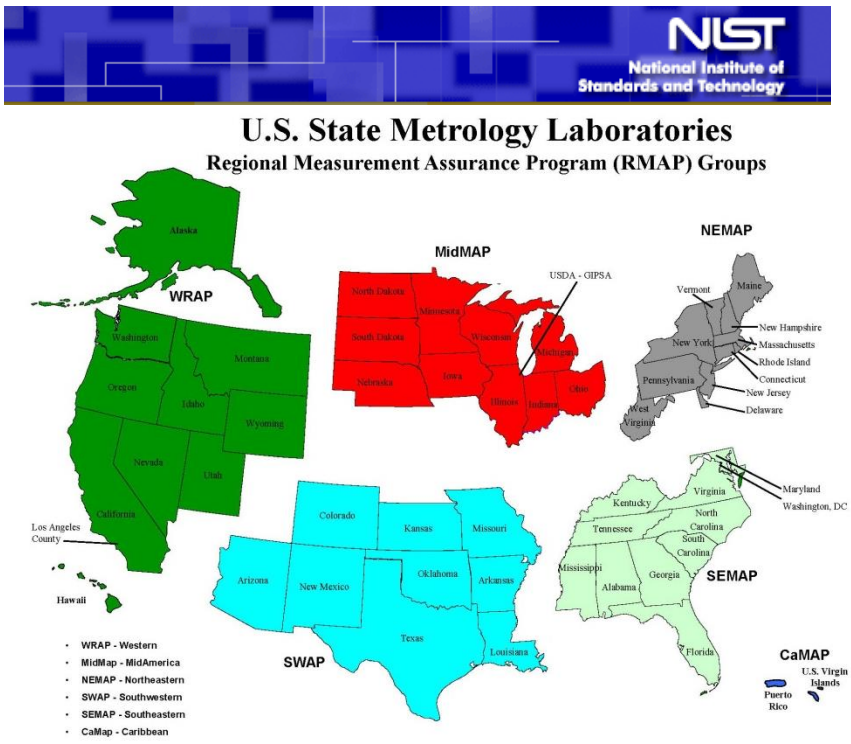
(Adopted by SCO 1735 effective July 1, 2010)
http://courts.alaska.gov/adm.htm

Measurement Standards – Metrology Laboratory

Metrology is defined as the science and practice of precision measurement, and is a prerequisite aspect of weights and measures regulation. Although this function is relatively low in profile, the Metrology Laboratory provides the critical link that allows the Division to assure confidence in measurements made within the State, particularly in regard to commerce and law enforcement. The Metrology Laboratory provides calibration and certification for the standards used by Weights and Measures Inspectors. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. All calibrated equipment is traceable to national standards.

The laboratory provides test results for measuring devices of mass, volume, and frequency. Examples of these devices include tuning forks for use with speed detection equipment, portable wheel load weighers, stainless steel and cast iron test weights, and various sizes of volumetric provers. The primary customers of the laboratory are the State Weights and Measures inspectors, but services are also provided to local law enforcement agencies, scale service companies, fuel distribution and support organizations, medical service companies, and the military. A person who submits a weighing and measuring device for registration may incur a nominal fee, as set by 17 AAC 90.920. – Device Registration Fees.

The Metrology Laboratory is recognized by the US Department of Commerce, National Institute of Standards and Technology (NIST) through the State Laboratory Measurement Assurance Program. This program is limited to government laboratories that support regulatory weights and measures programs in specific measurement areas. It is through this program that the Metrology Laboratory has established its capability to safe-keep traceable calibrations, supporting the accuracy of its data for legal applications.



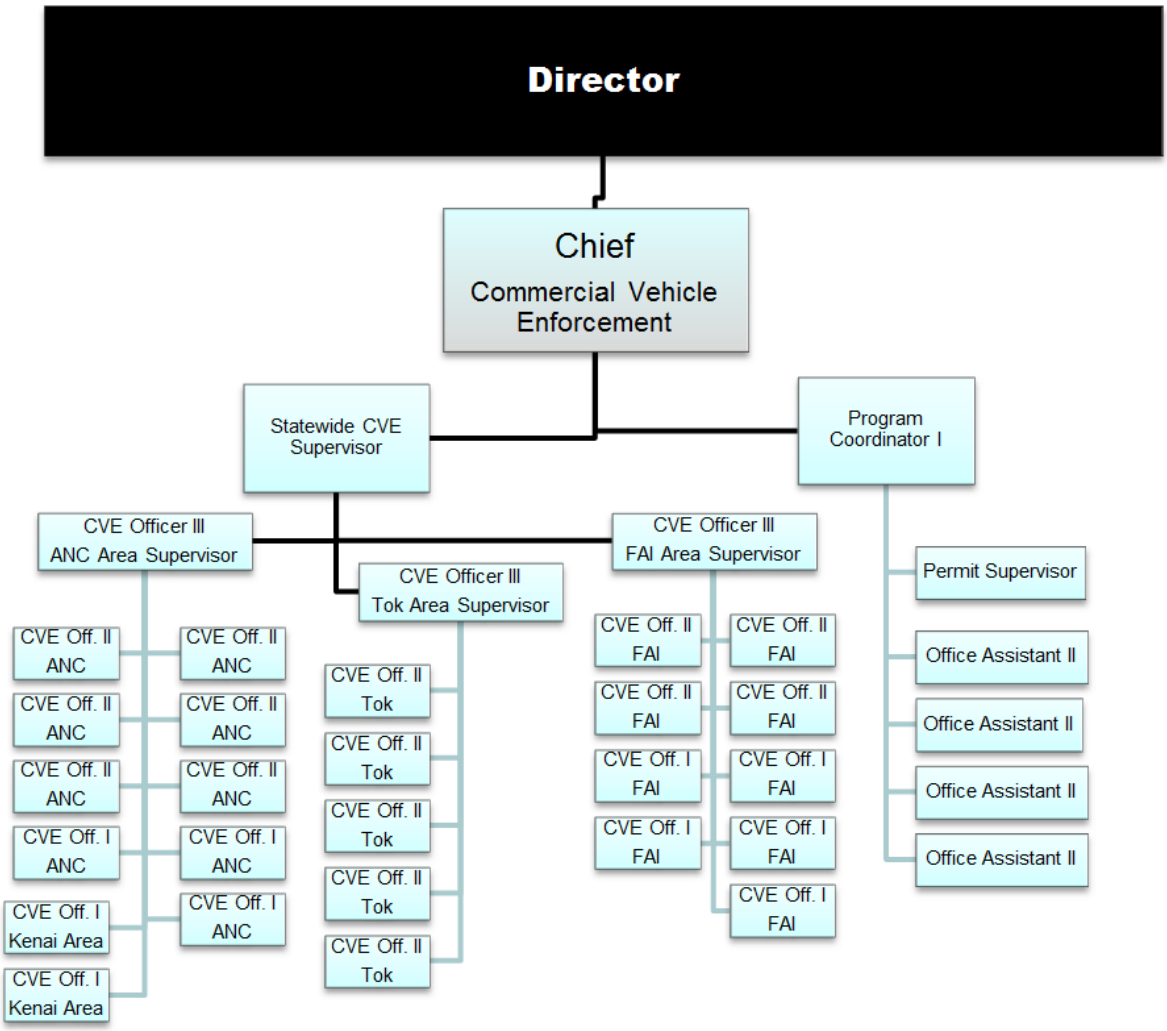
The State Metrologist was recognized and given an honorable mention at the Governors Peak Performance Awards for his effort to establish remote calibrations of large volume provers.
Due to the efforts of State metrologist, the Metrology Lab is recognized by NIST for the quality of the State's measurement system.

Measurement Standards – Information and Contacts

The following web site is designed to be a "One Stop" portal to access information about the Measurement Standards section, get answers to questions and present concerns. On this website, the public can obtain contacts, file a complaint, or register a device for testing.

http://dot.alaska.gov/MSCVE/main.cfm?go=wm

Commercial Vehicle Enforcement – Section Organizational Chart

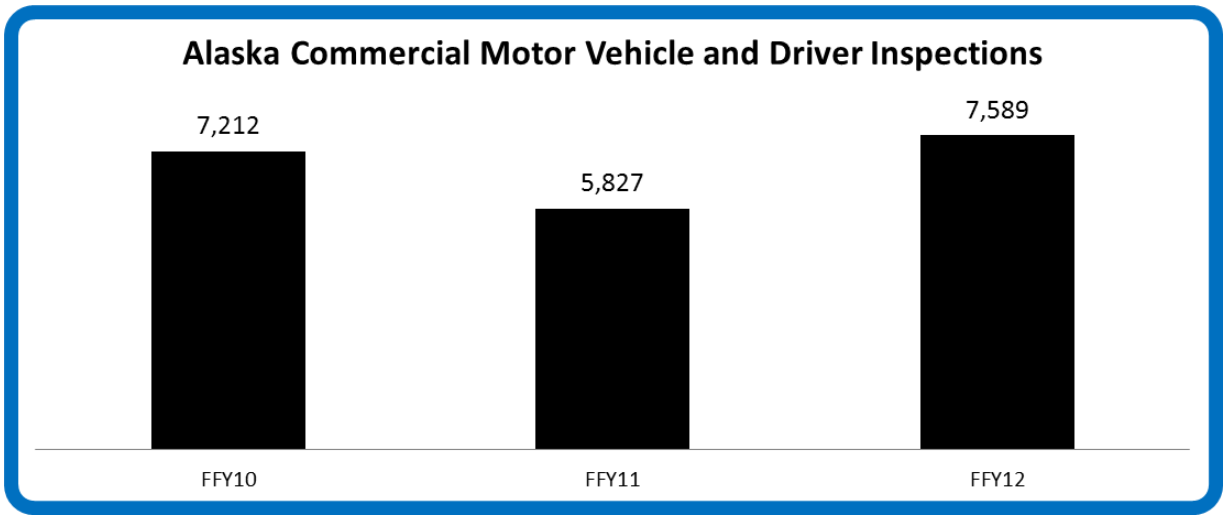


As of January 2013

Commercial Vehicle Enforcement – Inspection Program

History of the CMV Inspection Program

The State of Alaska began participation in the Federal Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a $25,000 grant. In 1989, the U.S. Department of Transportation (US DOT), Federal Motor Carrier Safety Administration (FMCSA) awarded a $125,000 grant, and four inspectors were hired in July, 1990. The new inspection program was administered by the Department of Public Safety and consisted of four inspectors, two State troopers, and one clerk. During FFY93, 631 inspections were conducted. In July 1997, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) became the Lead Agency for commercial motor vehicle safety. It created the Measurement Standards and Commercial Vehicle Enforcement (MSCVE) Division by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. MSCVE is responsible for the enforcement of Commercial Motor Vehicle (CMV) safety regulations, including size and weight regulations. During FFY12, a total of 7,589 safety inspections were conducted on CMVs, as seen in the following figure.



Activities

MSCVE uses multiple approaches for enforcement and regulation compliance. Inspections are conducted at weigh stations, roadside pull-outs, during traffic stops, and at terminal locations. Terminal inspections provide additional safety benefits for industry and training for MSCVE personnel. MSCVE partners with the Alaska State Troopers, and Police Departments throughout Alaska to remove impaired CMV drivers and unsafe vehicles from the highways with ongoing and effective enforcement initiatives. To ensure maximum operational effectiveness and efficiency, MSCVE has dedicated resources to support the following safety programs:

- Conduct Driver and Vehicle Safety Inspections
- Conduct Traffic Enforcement Operations
- Educate Carriers and Drivers about Hazardous Materials (HazMat) Safety
- Enforce HazMat Regulations
- Conduct Carrier Safety Audits (SAs) and Compliance Reviews (Reviews)

MSCVE is funded through a combination of sources. State of Alaska appropriations, Unified Carrier Registration (UCR) receipts, and Federal government grants constitute 100% of the funding sources for MSCVEs efforts. Safety programs supported by Federal and State funds include:

Motor Carrier Safety Assistance Program (MCSAP)

MCSAP is an international, coordinated, and uniform program of inspections and enforcement activities related to intrastate and interstate commercial vehicles and drivers. The program is designed to place unqualified drivers and defective vehicles out of service until deficiencies have been corrected. Coordinated efforts between State and industry helps reduce fatalities, injuries, property damage, and hazardous material incidents.

Border Enforcement Grant (BEG) Program

The BEG program provides financial assistance to a State that shares a land border with another country. BEG funds are utilized to ensure cargo and passenger motor carriers operating trucks and buses entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations, and registration requirements of the United States and to ensure drivers of those vehicles are qualified and properly licensed to operate a CMV. The BEG program is intended to enhance a State's existing MCSAP initiatives.

New Entrant Safety Assurance Grant Program

The New Entrant Safety Assurance Grant program assists in accomplishing the goal of reducing the number of crashes and fatalities involving large trucks and commercial buses. The objective is to improve safety and productivity of motor carriers, commercial vehicles, and their drivers. MSCVE performs a New Entrant Safety Audit (SA) on every new entrant interstate motor carrier within 18 months of FMCSA granting a US DOT number. New interstate motor carriers must demonstrate sufficient compliance with Federal Motor Carrier Safety Regulations (FMCSRs) and, if applicable, Hazardous Materials Regulations (HMRs). MSCVE provides educational and technical assistance to promote safe operation by New Entrant motor carriers.

Safety Data Improvement (SaDIP) Grant Program

The SaDIP grant program provides funding to Alaska for activities to improve the accuracy, timeliness and completeness of safety data including, but not limited to, large truck and bus crash data, roadside inspection, enforcement, driver citation, and registration data. These funds are used to purchase equipment, train law enforcement officers in collecting crash and inspection data, enter crash data, and revise outdated crash report forms.

Performance and Registration Information Systems Management (PRISM) Program

The PRISM program was developed to meet the challenge of reducing the number of commercial vehicle crashes by targeting the highest-risk carriers. The PRISM program requires that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal Out-of-Service order and concurrent State registration suspensions.

MCSAP High Priority Grant Program

High Priority grants are intended to assist in the development or implementation of national programs for uniform enforcement of Federal and State rules and regulations concerning commercial motor vehicle safety.

Commercial Vehicle Information Systems and Networks (CVISN)

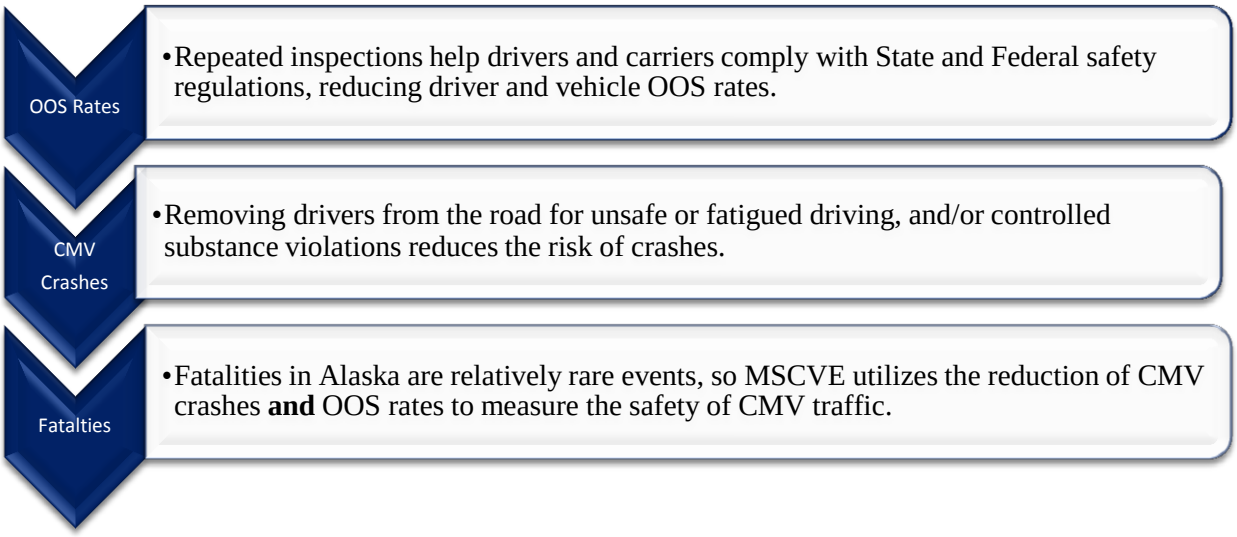
CVISN is a key component of MSCVEs drive to improve commercial motor vehicle safety. The CVISN Program supports MSCVE goals by: focusing safety enforcement on high-risk operators, improving efficiency through electronic screening of commercial vehicles, improving commercial vehicle data sharing within states and between states and FMCSA, and reducing State and industry regulatory and administrative costs.

Unified Carrier Registration (UCR)

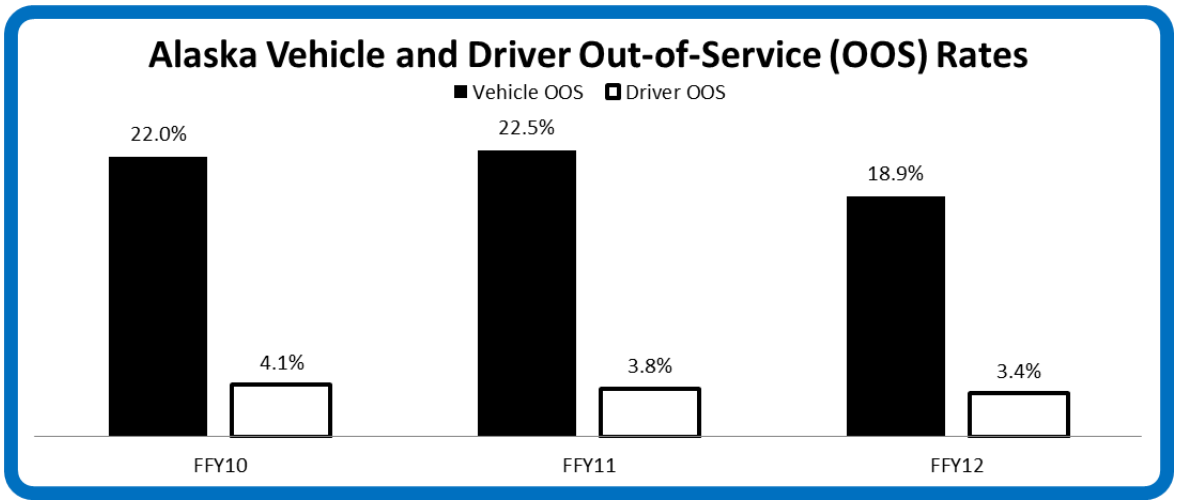
The UCR Agreement is a base-state system for the collection of fees levied on motor carriers and related entities. Motor carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United States, Canada, Mexico, or any other country that operate in interstate or international commerce in the United States must register under the UCR program. Non-payment of UCR fees subject carriers, forwarders and leasing companies to enforcement action. These enforcement actions may include the issuance of a violation (§392.2 UCR) on a CMV Inspection Report. Alaska additionally conducts Safety Audits and Compliance Reviews to ascertain all the proper fees have been paid.

CMV Safety in Alaska (Out of Service Rates)

One measurement of the overall safety of commercial motor vehicle traffic is the Out of Service (OOS) rate. Consistent enforcement and education improve carrier and driver behaviors.



Through repeated inspections and educational outreach the driver OOS has been reduced from 4.1% in FFY10 to 3.4% in FFY12. The reduction in driver OOS rates indicates a higher level of compliance. The vehicle OOS rate decreased in FFY12 to 18.9%, as seen in the following figure.



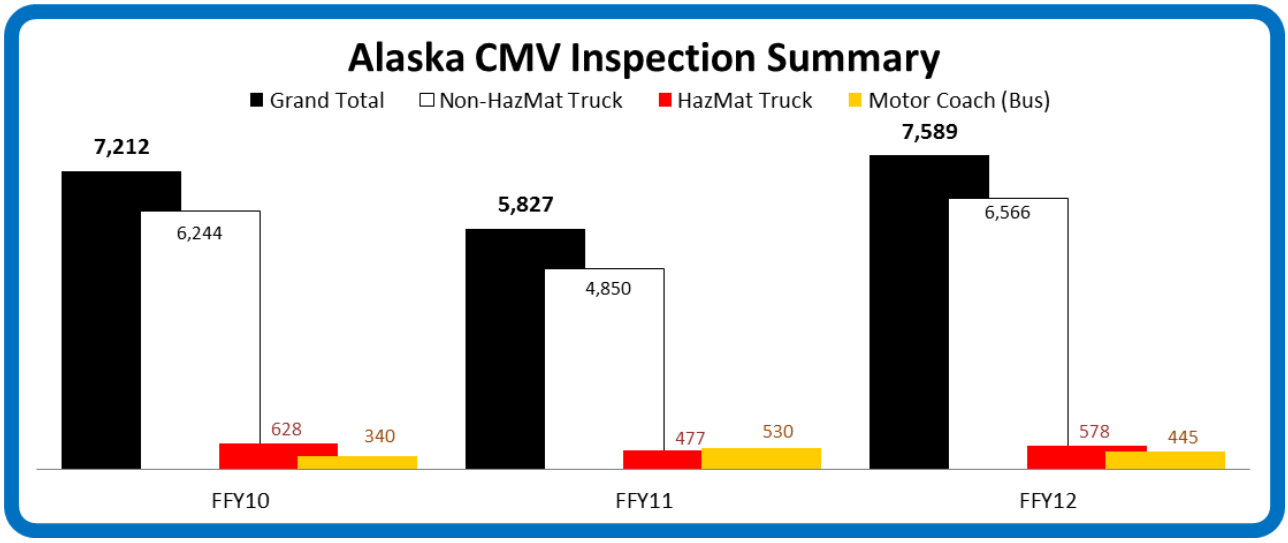
Alaska CMV Inspection Program

MSCVE officers are Department of Transportation & Public Facilities employees authorized to enforce permits, and size and weight regulations, and commercial vehicle safety. The Alaska Department of Public Safety has issued Special Police Commissions for all officers to assure authority in the area of commercial vehicle enforcement. They are trained to conduct traffic stops to enforce commercial vehicle regulations. As the lead agency for commercial motor vehicle enforcement, MSCVE has the authority to stop, inspect and, if necessary, suspend operation of any carrier or driver. The Alaska commercial vehicle size, weight and permit regulations are contained in 17 AAC Chapter 25.

To standardize safety inspections within Alaska, the Commercial Vehicle Safety Alliance (CVSA) North American Standard (NAS) Inspection Levels are utilized.

- Level I (Full Inspection)
- Level II (Walk-Around Vehicle and Driver Inspection)
- Level III (Driver/Credential Inspection)
- Level IV (Special Inspection)
- Level V (Vehicle-Only or Carrier Terminal Inspection)

As seen in the following figure, during FFY12, a total of 7,589 CMV inspections were conducted by CVEOs, this represents a 30.2% increase in inspection activity from FFY11. Motor coach[1] inspections slightly decreased in FFY12, and the number of truck inspections increased.



Non-HazMat Truck
(Example)

HazMat Truck
(Example)

Motor Coach (Bus)
(Example)

As a result of statewide enforcement efforts, 836 unsafe trucks and 12 unsafe buses were removed from the road. There were 225 unqualified truck drivers and 26 unqualified bus drivers removed from the road during FFY12.

[1] For the purpose of this Annual Report, the terms motor coach and bus have the same meaning.

Rural Truck and Motor Coach Enforcement

Mobile inspection statistics have shown the vehicles that do not pass through a weigh station are more likely to have a safety violation, which will place it out of service. This is also true of trucks and buses that operate in rural areas that don't have a weigh station. Tourism is important to the State, and there is a large concentration of international motor coach traffic in the Haines/Skagway area. As part of a Federal Border Enforcement Grant (BEG) program, CVEOs were sent to the Haines/Skagway area to conduct safety inspections. With the assistance of the Haines police department and US Customs and Border Protection, enforcement efforts targeted motor coaches in the area. During FFY12, a total of 233 safety inspections were conducted in the Haines/Skagway area, and seven unfit motor coach drivers, and 12 motor coaches were placed out of service.

For the third year, MSCVE deployed the Mobile Inspection Station (MIS), as seen above. The MIS is a mobile CMV inspection station with all the necessary tools to conduct North American Standard (NAS) Level I inspections at roadside locations. The MIS allowed for extended deployments to rural communities on and off the State Highway System not serviced by weigh station facilities.

At safe rural roadside locations, warning signs advise CMV drivers where the MIS is deployed. Secure wireless connectivity allows driver license and warrant checks in addition to US DOT carrier authority checks. Rural areas of the State may not have wireless or cellular coverage; therefore CVEOs are equipped with Alaska Land-based Mobile Radios (ALMR) to conduct a driver license, warrant, and vehicle registration checks. The MIS is also equipped with portable Haenni scales, as seen below, to allow checks for weight compliance.

Educational Outreach and Law Enforcement Partnerships

Outreach efforts improve the CMV awareness of all highway users to minimize the risk of a crash with a large truck, and the resulting injury and/or fatality. The fundamental strategy is to educate the public about sharing the road safely with CMVs. MSCVE continues working with stakeholders interested in commercial vehicle safety to develop and deploy new avenues of timely information and effective outreach.

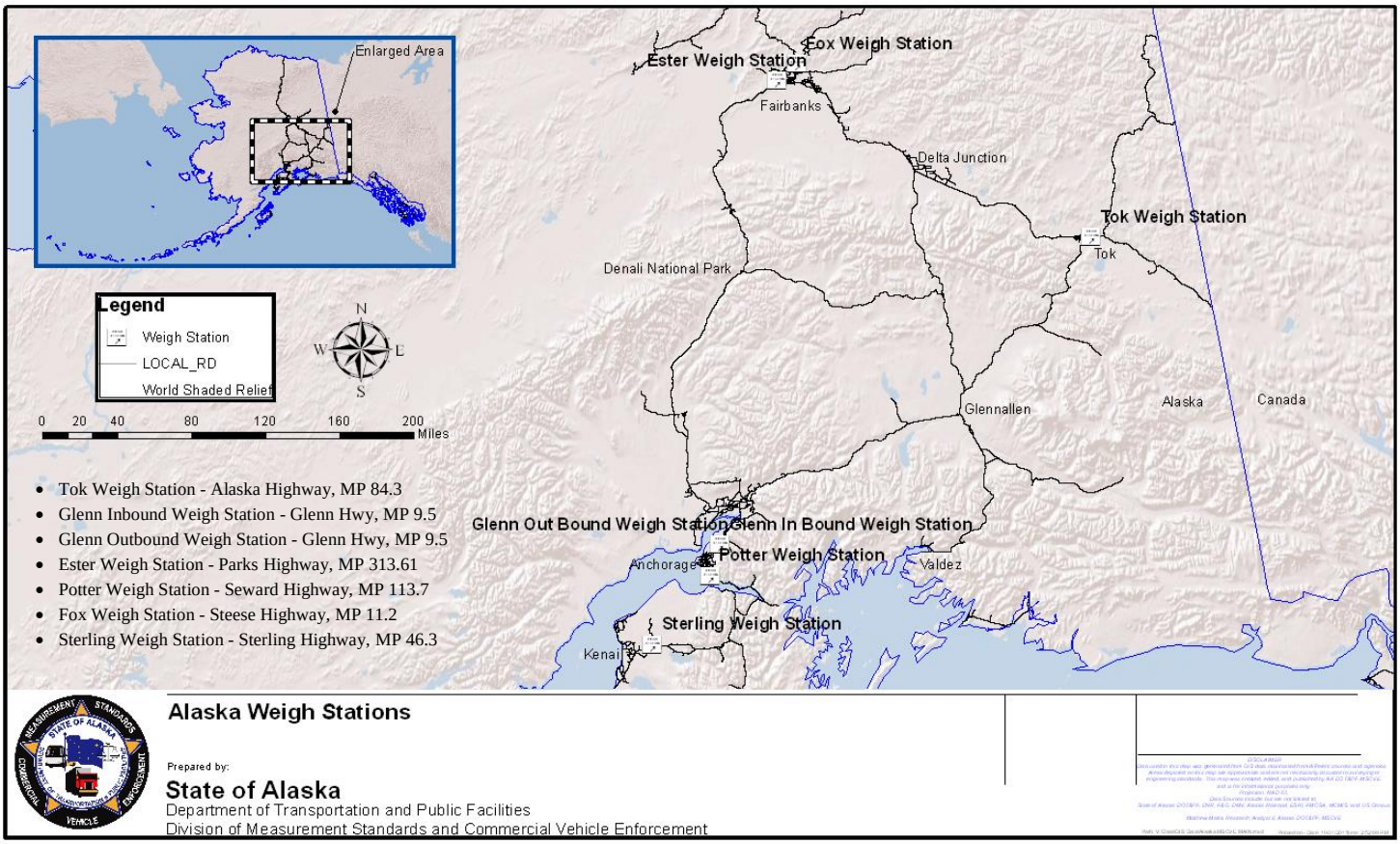
Commercial Vehicle Enforcement – Size and Weight Compliance

Division inspection efforts continue to focus on maintaining a high level of compliance at weigh stations and improving compliance at roadside inspection sites. Size and weight inspection efforts focus on identifying and correcting non-compliant oversize and overweight vehicles as both have negative impacts on highway safety and public infrastructure, including roads and bridges. The SFY12 weight compliance was 98.8%, just short of the goal of 99.0%. Continued enforcement and carrier education is expected to increase weight compliance in SFY13 to 99.0%.

Weigh stations provide areas for thorough inspection of a commercial motor vehicle and driver credentials. Fixed scales, equipped to detect axle group weight and gross vehicle weight violations, are installed at seven weigh stations statewide. The locations of the fixed weigh stations in the State generally do not allow large commercial vehicles to take alternate routes and bypass the facility. MSCVE has ongoing efforts to catch carriers who evade an open weigh station. Enforcement vehicles will overtake the vehicle and perform a traffic stop. At minimum, the driver will have a safety violation listed on their Drivers Inspection Report. The driver may be further cited as noted in 17 AAC 25.310 – Failure to Stop at a Weigh Station, and fined up to $300.00.

MSCVE weighed 34,186 CMVs at weigh stations, during FFY12. This is a 10.7% increase from the previous year. The increase is primarily a result of the increased use of the Fox weigh station and the reconstructed Tok weigh station.

As represented in the following figure, all Alaska fixed weigh stations are located on the National Highway System.



The scales at Ester Weigh Station were replaced in FFY12. Two new scale houses on the Richardson Highway, south east of Fairbanks are tentatively scheduled for construction. These scale houses will be the **Inbound and Outbound Richardson Weigh Stations**. The original scales were removed as part of the Badger Road Overpass Construction Project in 2001. These scales will be important to the safety of the motoring public during the construction of an Alaska natural gas pipeline.

MSCVE continues to employ broad-based size-and-weight-enforcement deployment strategies; evaluating traffic patterns to determine appropriate locations for portable weigh scale operations. Portable weigh scales are used at roadside locations by CVEOs. MSCVE shares portable scales with local police departments when needed.

Commercial Vehicle Information Systems and Networks (CVISN)

The Commercial Vehicle Information Systems and Networks (CVISN) program helps improve commercial motor vehicle safety by:

- focusing safety enforcement on high-risk operators
- integrating systems to improve the accuracy, integrity, and verifiability of credentials
- improving efficiency through electronic screening of commercial vehicles

CVISN refers to the information systems that support local CVE activities. Systems that support CVE activities consist of the following components:

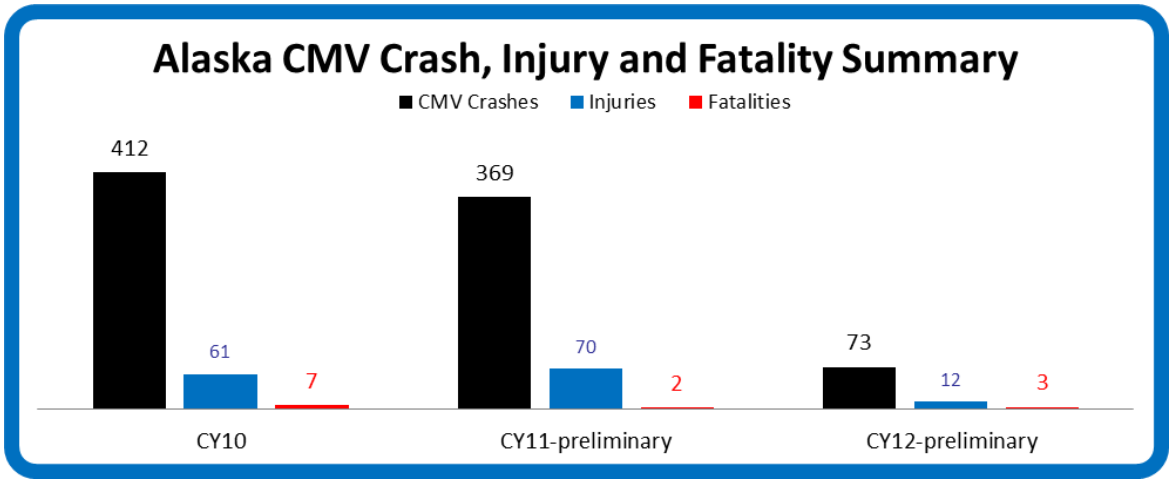
- Weigh in Motion (WIM) sites – WIM allows the weight of a vehicle to be estimated for screening purposes while maintaining traffic flow. WIM is used to measure approximate axle weights as a vehicle moves across sensors in the pavement, and to determine the gross vehicle weight and classification based on the axle weights and spacings. These devices provide data that helps MSCVE study the traffic patterns of CMVs for the efficient deployment of enforcement personnel. During FFY12 over 2.53 million CMVs (class 5-13) crossed over established WIMs within the State.

- Virtual Weigh Station – A Virtual Weigh Station is comprised of additional components in addition to the WIM to allow the weight of a vehicle to be transmitted to a fixed location for screening purposes while maintaining traffic flow. These components include cameras to capture images of commercial vehicles passing over the WIM, and software and hardware to transmit the image and weigh data to either weigh stations or a web location. Currently, virtual weigh stations are at the Port of Anchorage, the Seward Highway and the Glenn Highway. Data from the Glenn Highway WIM, Automated Vehicle Identification (AVI) and Video Identification (VID) are transmitted to the nearby weigh stations, for the purpose of prescreening the weight compliance of vehicles.

- Bypass system – This system adds to the Virtual Weigh station through the use of transponders, provided free of charge in Alaska. A bypass system is active at the Glenn Highway weigh stations. In addition to cost savings to the industry, the reduction in CMV idling emissions reduces the carbon footprint of the weigh stations.

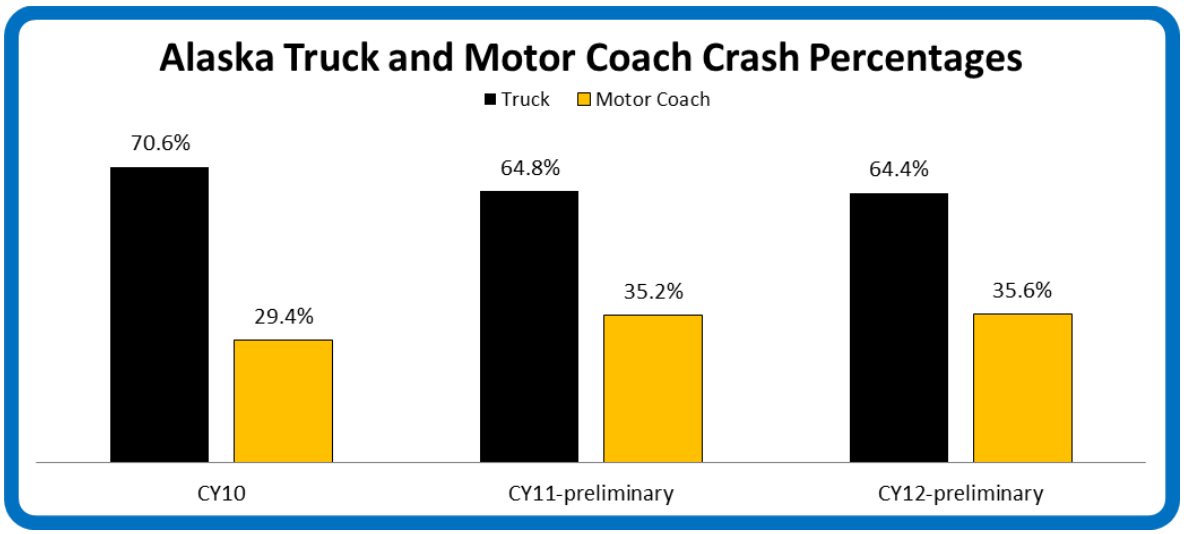
Commercial Vehicle Enforcement – Crash Reporting

The downward trend in CMV crashes in Alaska mirrors the nationwide trend. Alaska's efforts to reduce crashes and their causes have resulted in a goal consistent with the *FMCSA CMV Fatality Reduction Goal* of 0.16 fatalities per 100M total Vehicle Miles Traveled (VMT). In the FFY12 Alaska Commercial Vehicle Safety Plan (CVSP) the goal was to reduce the number of CMV-related crashes below 403. As seen on the next figure, preliminary data indicates the goal was achieved; during CY11 there were 369 CMV related crashes in Alaska

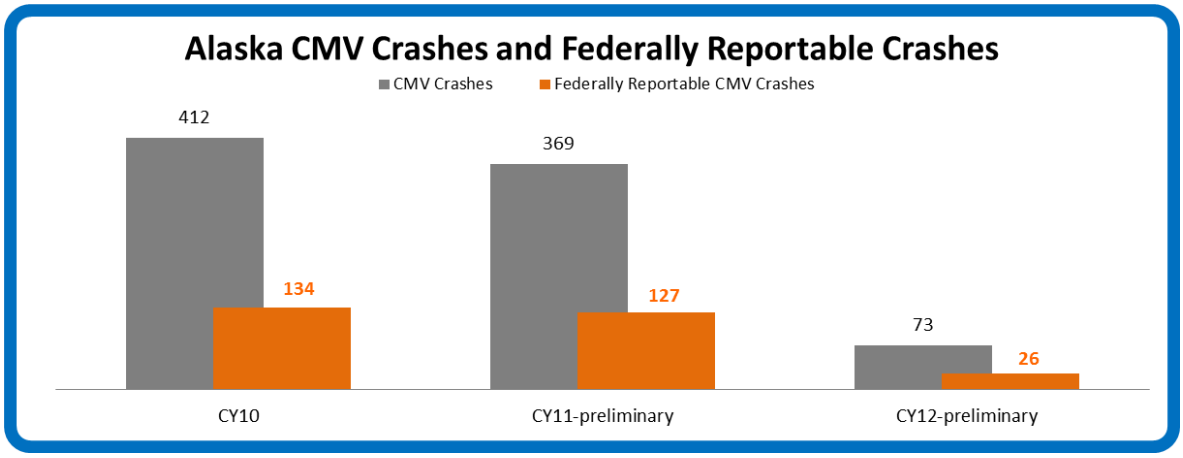


Driver errors, both CMV and non-CMV, are prominent contributing factors in crashes involving a CMV. Written citations for basic speeding and passing violations were prevalent in many crash reports.

Motor coaches are vital modes of transportation for the Alaskan tourism industry and the general public. Unlike large trucks, motor coaches generally have many passengers aboard. In the past five years, approximately 30% of CMV crashes in the State have involved a motor coach. During CY11, 30.3% of CMV crashes involved a motor coach, as seen on the next figure. Crashes involving motor coach operations are tragic, and enforcement operations are focused on minimizing them.



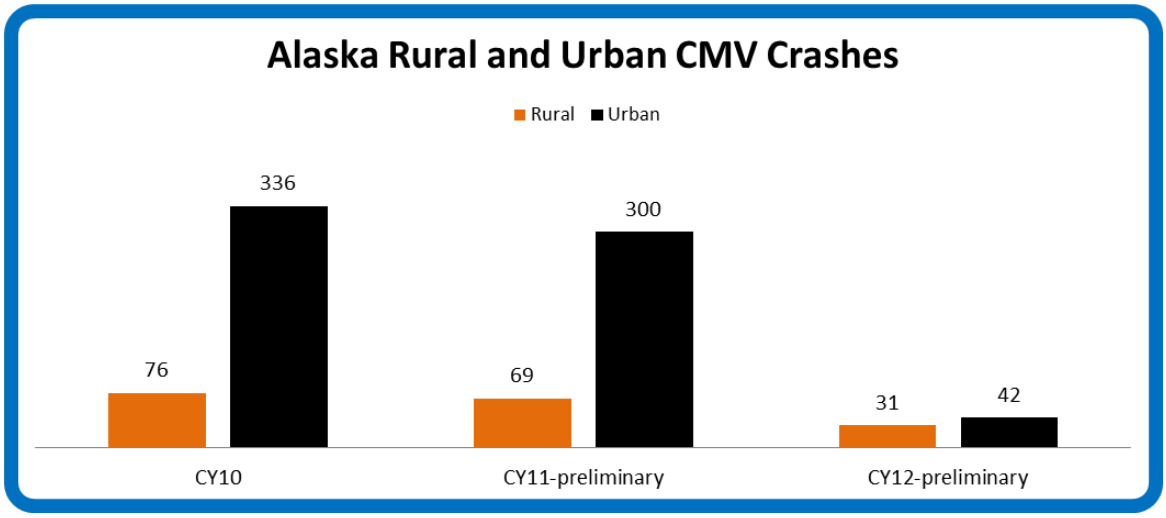
As seen on the next figure, in CY11 there were 369 CMV crashes. Of those 369 crashes, 127 resulted in a vehicle being towed away, an incapacitating injury or fatality, and were reported to the Federal Motor Carrier Management Information System (MCMIS). The remaining 242 CMV crashes had minimal, if any, personal property or vehicle damage.



There is anecdotal evidence that CMV crashes in CY11 are under-reported, despite efforts to acquire all crash records. MSCVE and our law enforcement partners are progressing towards acquiring all crash reports through a newly created Crash Data Repository (CDR). The CDR Project has the full participation of the Anchorage, Wasilla, Palmer, and Juneau police departments and the Alaska State Troopers. The crash reports from these police departments account for over 95% of crashes in the State. The largest police department submits crash reports to the State crash repository well after 90 days of the crash on many occasions and as a result CMV crashes for CY11 -12 may be under reported. Full implementation of CDR electronic crash-data sharing and mapping is expected in FFY15.

Rural Road Crash Reduction Initiative

MSCVEs FFY12 CVSPs objective was to reduce CMV crashes and Out of Service (OOS) rates (precursor to crashes) on rural roads by 1-3% annually after an established baseline year (FFY10). Preliminary crash data shows 69 rural CMV crashes in CY11; a 9.2% reduction from CY10.



The MIS was damaged prior to the FFY13 deployment and had to be repaired. The first deployment began in July 2012. Even with the shortened window for enforcement, the MIS was able to complete 6 of 10 scheduled deployments. Safe roadside locations in the eastern and northern region suitable for MIS deployment were utilized.

As seen in the next figure, the CVEOs assigned to the MIS conducted 158 safety inspections during FFY12. There were 232 documented safety violations in FFY12, and 135 in FFY11.

	FFY10 MIS Deployment	**FFY11 MIS Deployment**	**FFY12 MIS Deployment**
Level I Inspections	240	36	60
Level II Inspections	74	28	30
Level III Inspections	135	40	68
Level IV Inspections	10	0	0
Level V Inspections	0	0	0
Total Inspections	**459**	**104**	**158**
Vehicle OOS	**15.2%**	**15.6%**	**20.0%**
Driver OOS	**6.5%**	**0.0%**	**3.8%**
# of Safety Violations	780	135	232
Violation/Inspection	1.7	1.3	1.5

An additional tool used by MSCVE to reduce the risk of CMV crashes is the Infrared Inspection System (IRIS) vehicle. The IRIS vehicle is a tool CVEOs use to thermally scan a CMV to detect bad brakes. The IRIS vehicle is deployed to areas where braking capacity is crucial, for example residential areas, areas of high crash rates, and steep downgrades.

Brakes that have limited or no friction (bad brakes), do not produce heat and do not "glow". Bad brakes can be easily detected by the IRIS vehicle

Results

MSCVE established baseline rural OOS rates for vehicles and drivers during FFY10. From baseline data, the FFY12 deployment of the MIS indicates the rural vehicle OOS rate has increased to 20.0%, and the rural driver OOS rate has decreased to 3.8%. Safety violations per inspection were reduced to 1.5 in FFY12.

Commercial Vehicle Enforcement – Customer Service Center

The Commercial Vehicle Customer Service Center's (CVCSC) objective is to protect Alaska Highway infrastructure by regulating the transport of oversize and overweight loads. The professional staff can interpret road and bridge restrictions and issue permits to allow movement of an oversize or overweight load in Alaska. A permit, for travel on public roads, is required for commercial and **non-commercial** vehicles if at least one of the following conditions is met:

- **Width** at the widest point is over 8 feet 6 inches
- **Height** at the highest point is over 15 feet
- **Total length** is over 75 feet
- **Trailer length** is over 53 feet
- **Front overhang** is over 3 feet
- **Rear overhang** is over 4 feet

To avoid costly fines, all non-commercial boat owners should call CVCSC before transporting vessels on public roads.

(800) 478-7636 or (907) 365-1200

Roads in Alaska are subject to extreme conditions; repeated freeze and thaw cycles, heavy loads due to the mining and oil industry, and seasonal use of studded tires. During the spring and summer months, typically March through June, roadway weight restrictions are used in an effort to slow down the deterioration of the road system. With guidance from State engineers, extreme oversize and overweight shipments may be granted an exception and allowed to obtain a permit with limitations including speed restrictions that allow loads to safely cross bridges and travel on roadways.

In FFY12, the CVCSC issued 18,268 oversize and/or overweight permits. Permits were obtained at the MSCVE office and on-line. An additional 6,197 temporary truck/trailer registration (TRT) permits were processed. TRT permits were obtained at Tok Port of Entry, Tok DMV, and online at *my.alaska.gov*. Online permits are available for limited over dimensional and overweight loads up to 125%. A permit manual is available to assist in the process. Staff can assist commercial vehicle owners:

- Obtain information for a FREE transponder (electronic by-passing of weigh stations)
- Obtain a FREE US DOT number
  (at the time of this printing, this service is available at no charge)
- Update the Federal MCS-150 form for vehicle PRISM registration
  (at the time of this printing, this service is available at no charge)
- Process annual Unified Carrier Registration (UCR) payments
  (at the time of this printing, this service is available at no charge)

Commercial Vehicle Enforcement – Information and Contacts

The Commercial Vehicle Enforcement website, as seen below, is designed to be a "One Stop" portal to most questions and concerns. On the website anyone can review the Commercial Vehicle Safety Plan, CFR 49 regulations, or obtain an oversize and overweight permit.

Measurement Standards & Commercial Vehicle Enforcement

Welcome to the Commercial Vehicle Enforcement Section

Our goal is to enforce federal and state commercial vehicle regulations to ensure safe highways.

Rex Young, Chief
907-365-1210

Unified Carrier Registration

- UCR General Information PDF
- Registration Form for 2011 PDF
- Registration Form Instructions PDF

Publications

- Policy on Tire Loading PDF
- Commercial Vehicle Size, Weight and Permit Regulations 17 AAC Chapter 25 PDF
- 2010 Annual Report *(3.6mb)* PDF
- 2011 Commercial Vehicle Safety Plan *(4.1mb)* PDF

Resources

- Update MCS-150
- US DOT Number Registration
- Alaska Trucking Association
- Bridge Formula Chart PDF
- Commercial Drivers License Manual *(2.0mb)* PDF
- DMV Office Cameras
- DOT Safety Activities
- Heavy Vehicle Use TAX (HVUT) Information
- Most Commonly Asked Questions
- Performance and Registration Information Systems Management (PRISM) program
- Sterling Weigh Station Story
- Title 49, Subpart A, Workplace Drug Testing
- Title 49, Chapter III, Parts 301 - 399
- US Code: Inter
- Transportation, CFR 49
- US DOT FAQ - Alaska Division
- Vehicle Registration

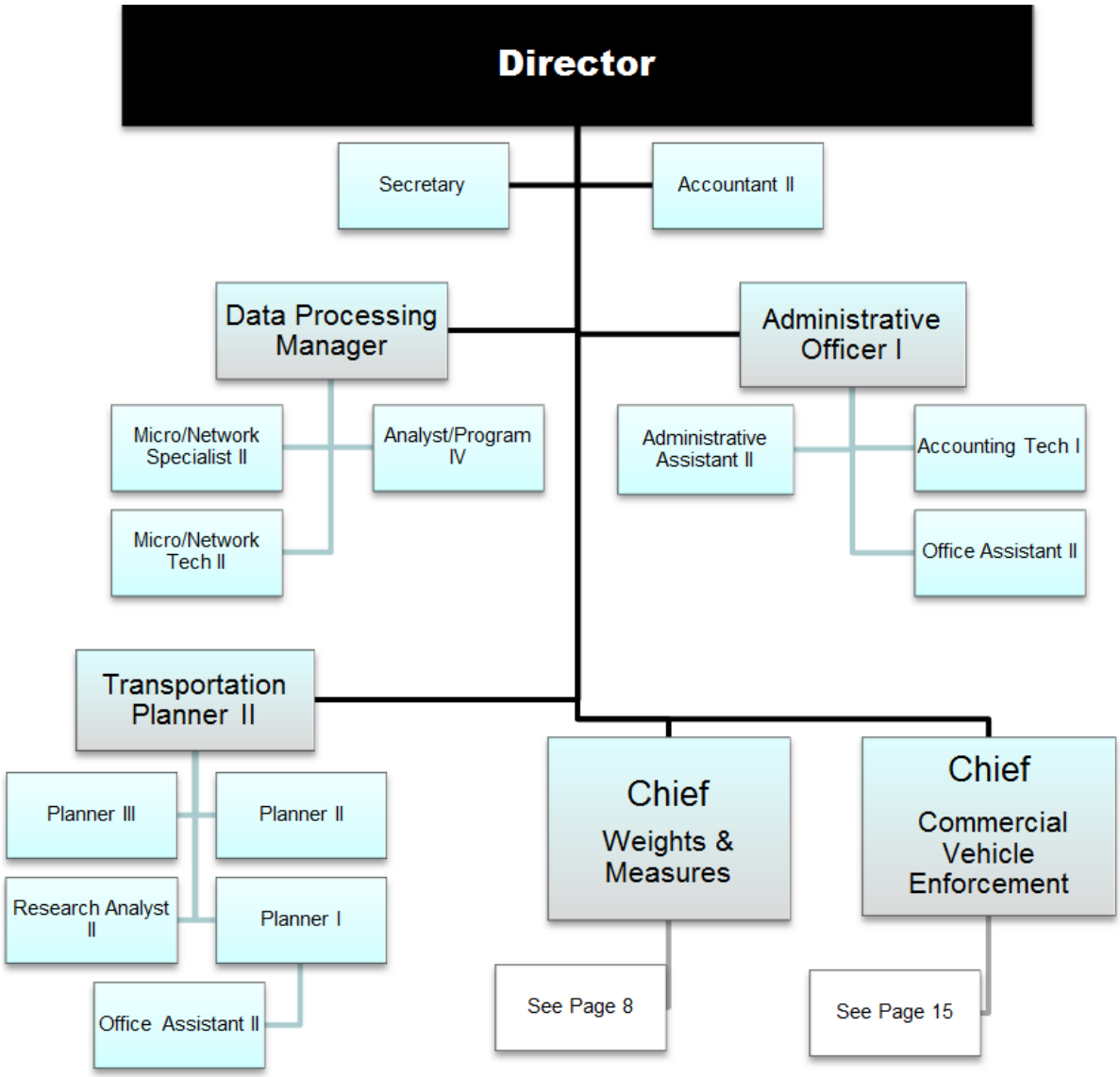
MS/CVE Links

- **Home**
- **Director**
- **Measurement Standards**
  - **Chief**
  - **Metrology**
- **Commercial Vehicle Enforcement**
  - **Chief**
  - **Commercial Vehicle Information and Systems Network (CVISN)**
  - **Weight Restrictions**
  - **Permits**
- **Administration**
- **Planning**
- **Contact Info**
- Sign up to Receive Weight Restriction Notifications, Alerts and More by Email, Text Messages

Related Links

- **Federal Motor Carrier Safety Administration (FMCSA)**
- **National Institute of Standards and Technology (NIST)**

Appendix A – Top Level Organizational Chart



As of January, 2013

Statutory and Regulatory Authority

AS 45.75 Weights and Measures Act

AS 19.10.060 Size, Weight, and Load Provisions; Restriction On Use of Highways; Commercial Vehicle Inspection Program

AS 19.10.300 Financial Responsibility (Commercial Motor Vehicle)

AS 19.10.310 Commercial Motor Vehicle Safety Inspections

17 AAC 25 Truck Size, Weight and Safety Regulations

17 AAC 28 Buses

17 AAC 90 Specifications, Tolerances, and Regulations for Weighing and Measuring Devices

Appendix B – Summary of Major Accomplishments in 2012

Measurement Standards

- Weights and Measures inspections decreased to 17,527 in 2012 due to a staffing reduction. The package testing program inspected 1,310 package lots representing 82,778 packages. As a result of these tests, 3% were placed off-sale.
- The Chief of Weights and Measures was selected for a leadership position on the Western Weights and Measures Association. This selection will give Alaska a strong voice in future national regulation issues pertaining to the Measurement Standards program.

Commercial Vehicle Enforcement

- 7,589 commercial vehicle safety inspections were conducted in FFY12.
- The Ester weigh scale was replaced in FFY12.
- CVEOs placed 836 unsafe trucks and 12 unsafe motor coaches Out-of Service. CVEOs placed 225 unqualified truck drivers and 26 unqualified motor coach drivers Out-of Service.
- CVEOs documented 10,019 safety violations: 7,688 vehicle, 2,194 driver and 137 HazMat related safety violations.
- Participated in CVSA sponsored RoadCheck.
- CVEOs enforced seat belt requirements during the 'Click It or Ticket Campaign.'
- The Mobile Inspection Station (MIS) was deployed in FFY12. The MIS allows extended deployment of enforcement personnel to communities not served by fixed weigh station facilities.
- The SFY12 commercial vehicle weight compliance rate was 98.8%. MSCVE weighed 34,186 CMVs at weigh stations throughout the State.

Commercial Vehicle Customer Service Center

- Issued 18,268 oversize and overweight permits and 6,197 temporary truck/trailer permits.
- The kiosk at the Anton Anderson Memorial Tunnel is effectively used by owners of oversized loads, including boats to apply for and receive online permits.
- The online Temporary Registration (TRT) system deployed at the Tok Weigh Station has successfully allowed officers at that location to electronically issue temporary registrations.

MSCVE Contact Information

Daniel V. Smith, Director

State of Alaska,
Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement
11900 Industry Way
Suite M2
Anchorage, AK 99515

Phone: (907) 365-1210
Fax: (907) 365-1220

Website: www.dot.alaska.gov/mscve

PRODUCED BY:
MSCVE,
ADOT&PF

PHOTO CREDITS:
Carl Brill – MSCVE
Gary Brown – MSCVE
Daniel Byrd – MSCVE
Daniel Daigle – MSCVE
Ruben Delgado – MSCVE
Matthew Matta – MSCVE

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ONE TEXT OR CALL COULD

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